FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS

BIWEEKLY 2000-07

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information

Biweekly 2000-01

99-27-02		Cessna	170B, 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, +
99-27-12	S 99-26-13	Agusta	Rotorcraft: A109A and A109A II

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98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-04		Kaman	Rotorcraft: K-1200
2000-01-06		Rolladen	Glider: LS6-c Sailplane
2000-01-09		General Electric	Engine: CJ610, CF700
2000-01-10	S 98-08-07	Pilatus	PC-7
2000-01-11	S 99-17-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1
2000-01-16	S 75-23-08 R5	Cessna	T310P, T310Q, T310R, 320, 320A, 320B, 320C, 320D +
2000-01-19		Eurocopter Deutschland	Rotorcraft: EC 135 P1, EC 135 T1
2000-02-12	E	Bell	Rotorcraft: 407

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2000-02-09		Agusta	Rotorcraft: AB412
2000-02-14	S 98-13-10	Cessna	182S
2000-02-16		Short Brothers	SC-7 Series 2 and SC-7 Series 3
2000-02-32	S 98-12-21	Eurocopter France	Rotorcraft: SA.315B

Biweekly 2000-04

99-25-08		MD Helicopters	Rotorcraft: 500N
2000-02-12		Bell	Rotorcraft: 407
2000-02-25		Mitsubishi	MU-2B Series
2000-02-26		Harbin	Y12 IV
2000-02-27		Empresa	EMB-110P1 and EMB-110P2
2000-02-28		Aerospace Technologies	N22B and N24A
2000-02-29		Socata	TBM 700
2000-02-30		Twin Commander	600 Series
2000-02-31		Pilatus	PC-12 and PC-12/45
2000-03-06		Eurocopter France	Rotorcraft: SE 3130, SA 3180, SE 313B, SA 318B, +
2000-03-17	S 97-23-01	Fairchild	SA226 and SA227 Series
2000-03-18		Partenavia	AP68TP 300 "Sartacus" and AP68TP 600 "Viator"
2000-03-19		Industrie Aeronautiche	Piaggio P-180
2000-04-01		Cessna	172R, 172S, 182S, 206H, and T206H
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-12		Cameron	Balloon: CB2380 and CB2383

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98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-09		Cessna	560 Series
2000-04-16		Alexander Schleicher	ASH 25M and ASH 26E sailplanes
2000-04-26		Alexander Schleicher	ASW-27 sailplanes
2000-05-11		Eurocopter France	Rotorcraft: SA.315B, SA.316B, SA.316C, SA 318B, +

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2000-04-20		Bell	Rotorcraft: 407
2000-04-21		MD Helicopters	Rotorcraft: MD600N
2000-04-25		Bell	Rotorcraft: 407
2000-05-15		Eurocopter France	Rotorcraft: AS355N
2000-05-16		Sikorsky	Rotorcraft: S-61
2000-05-17	S 99-19-23	Eurocopter France	Rotorcraft: EC 120B
2000-05-23		Ayres	S-2R, S2R-G1, S2R-G5, S2R-G6, S2R-G10, S2R-R3S +
2000-05-24		Honeywell International	Appliance: KAP 140 or KFC 225 autopilot system

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Biweekly 2000-06 cont'd

2000-06-01	Cessna	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, +
2000-06-02	Dornier	228-100, 228-101, 228-200, 228-201, 228-202, +
2000-06-03	Bombardier	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300
2000-06-04	Fairchild	SA226-T, SA226-AT, SA226-T(B), SA227-AT, +
2000-06-06	The New Piper	PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, +

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2000-06-05	Eurocopter France	Rotorcraft: SA330F, SA330G, SA330J, AS332C, +
2000-06-07	Eurocopter Deutschland	Rotorcraft: MBB-BK 117
2000-07-03	Robinson Helicopter	Rotorcraft: R44

EUROCOPTER FRANCE
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-06-05 EUROCOPTER FRANCE: Amendment 39-11645. Docket No. 2000-SW-06-AD.

Applicability: SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, and AS332L2 helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required before further flight after April 30, 2000, unless accomplished previously.

To prevent failure of a tail rotor blade due to a lightning strike and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove from service any tail rotor blade with a following part number (P/N), including all dash numbers for each P/N:

332A-12-0010
332A-12-0020
332A-12-0030
332A-12-0035
332A-12-0045

Replace with an airworthy tail rotor blade with a following P/N:

332A-12-0050-01 or
332A-12-0055-01

NOTE 2: Eurocopter France Service Bulletins 01.57 for the Models SA330 and 01.00.59 for the Models AS332, both dated November 23, 1999, pertain to the subject of this AD.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on April 10, 2000.

NOTE 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD's 2000-002-081(A) and 2000-003-075(A), both dated January 12, 2000.

FOR FURTHER INFORMATION CONTACT:
Jim Grigg, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5490, fax (817) 222-5961.

Issued in Fort Worth, Texas, on March 15, 2000.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

EUROCOPTER DEUTSCHLAND
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-06-07 EUROCOPTER DEUTSCHLAND: Amendment 39-11647. Docket No. 98-SW-77-AD.

Applicability: Model MBB-BK 117 helicopters, serial numbers 7001 through 7250 and 7500 through 7509, with tail rotor (output) drive bevel gear (bevel gear), part number (P/N) 117-12215-01, installed, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue failure of the bevel gear, loss of tail rotor drive, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 100 hours time-in-service (TIS):

(1) Record in the accessory replacement record and historical record "Main Transmission" section the retirement life of 18,500 hours TIS for the bevel gear.

(2) Determine the total hours TIS of the bevel gear. If the total hours TIS cannot be determined, use the operating time of the main transmission.

(b) If the bevel gear's total hours TIS is equal to or greater than 18,400 hours TIS, remove the bevel gear within the next 100 hours TIS and replace it with an airworthy bevel gear. If the bevel gear's total hours TIS is less than 18,400 hours TIS, remove the bevel gear on or before 18,500 hours TIS and replace it with an airworthy bevel gear.

(c) This AD revises the helicopter Airworthiness Limitations section of the maintenance manual by establishing a new retirement life for the bevel gear, P/N 117-12215-01, of 18,500 hours TIS.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on April 28, 2000.

NOTE 3: The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD No. 97-350, dated December 18, 1997.

FOR FURTHER INFORMATION CONTACT:
Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

Issued in Fort Worth, Texas, on March 17, 2000.
Eric Bries, Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

ROBINSON HELICOPTER COMPANY
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2000-07-03 ROBINSON HELICOPTER COMPANY: Amendment 39-11657. Docket No. 99-SW-08-AD.

Applicability: Model R44 helicopters, serial numbers 0002 through 0462, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 100 hours time-in-service or 90 calendar days after the effective date of this AD, whichever occurs first, unless accomplished previously.

To prevent contact between the wire harness and the fuel line assembly, which could result in chafing of the wire harness and a potential fire hazard, accomplish the following:

(a) Remove the cover, part number (P/N) C474-1, from between the rear seatbacks.

(b) Inspect the wire harness, P/N C059, and the fuel line assembly, P/N C726-2, above the fuel shutoff valve for contact. If the wire harness contacts the fuel line assembly, inspect for chafing.

(c) If chafing has occurred between the wire harness and the fuel line assembly, replace the fuel line with an airworthy fuel line assembly. Torque the fuel line nuts to 110-130 in-lbs. Verify that clearance exists between the fuel line assembly and the wire harness.

(d) Install a 3-inch section of spiral wrap tubing, P/N B161-8, on the fuel line assembly as shown in Figure 1. Push the spiral wrap tubing down until it is against the fuel line fitting.

NOTE 2: Robinson Helicopter Company Service Bulletin SB-31, dated October 28, 1998, pertains to the subject of this AD.

NOTE 3: Advisory Circular 43.13-1B, Chapter 11, describes procedures acceptable for replacing the wire harness if required.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(g) This amendment becomes effective on May 11, 2000.

FOR FURTHER INFORMATION CONTACT:
Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5265; fax (562) 627-5210.

Issued in Fort Worth, Texas, on March 28, 2000.
Henry A. Armstrong, Manager, Rotorcraft Directorate, Aircraft Certification Service.

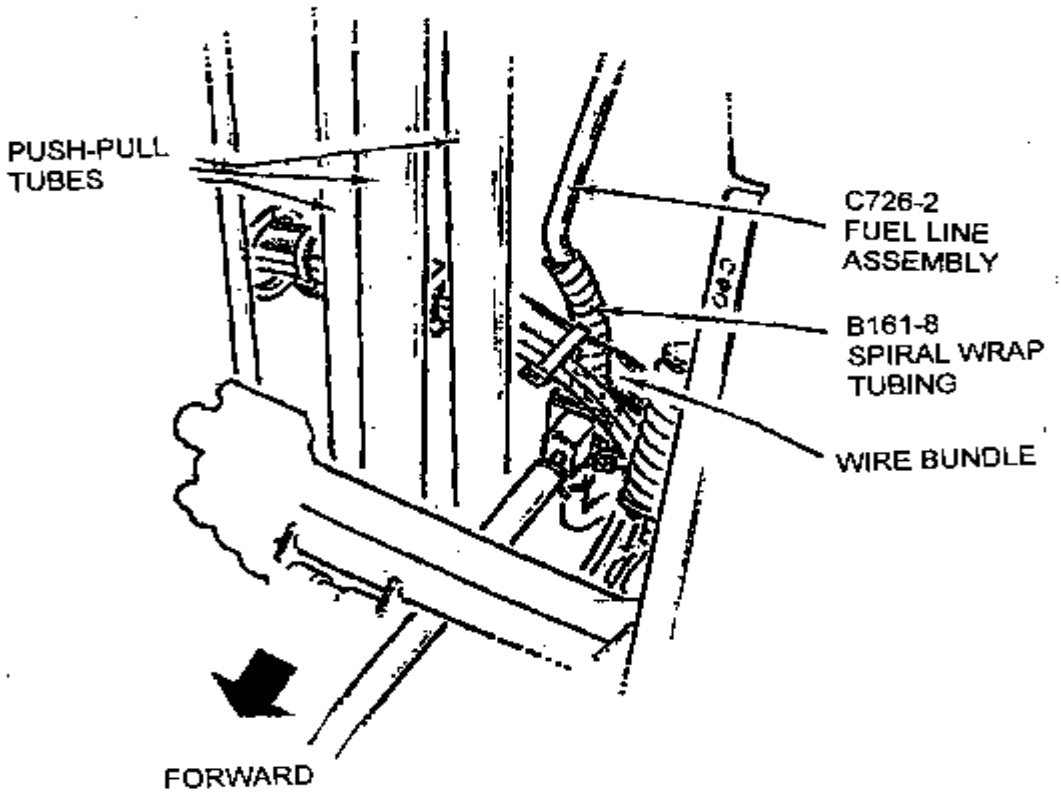
PUSH-PULL
TUBES
C726-2
FUEL LINE
ASSEMBLY
B161-8
SPIRAL WRAP
TUBING
WIRE BUNDLE
FORWARD

FIGURE 1